



Homeland
Security

FY 2006 Intercity Bus Security Grant Program (IBSGP) Frequently Asked Questions (FAQs)

Application

How does an eligible applicant apply for the FY 2006 IBSGP program?

Applicants must apply for FY 2006 IBSGP funding through www.grants.gov.

Are applicants required to develop a budget worksheet in Excel or is there a template for the budget worksheet available?

The FY 2006 IBSGP Guidelines and Application Kit contains template for the budget worksheet. This template may also be viewed online at www.ojp.usdoj.gov/fundopps.htm

The Budget Detail Worksheet may be used as a guide to assist applicants in the preparation of the budget and budget narrative. Applicants may submit the budget and budget narrative using this form or in the format of their choice (plain sheets, your own form, or a variation of this form). However, all required information (including the budget narrative) must be provided. Any category of expense not applicable to the budget may be deleted.

Will the budgets that are submitted with the applications need to be final?

No. The budget is a worksheet that may require adjustment and revision as the process moves forward. However, in order to assist the review teams in evaluating your projects, the budget must be complete, reasonable and cost-effective in relation to the proposed project.

What applicants are required to complete the financial capability questionnaire?

In accordance with the FY 2006 IBSGP Guideline and Application Kit, "All nongovernmental (non-profit and commercial) organizations that apply for funding with DHS's Office of Grants and Training that have not previously (or within the last 3 years) received funding from the DHS Office of Grants and Training must complete the Accounting System and Financial Capability Questionnaire. The required form can be found at www.ojp.usdoj.gov/oc. This information may be provided using one of the attachment fields within the on-line GMS application."

Do activities under the FY 2006 IBSGP fall under the National Environmental Policy Act (NEPA) requirements?

DHS's Office of Grants and Training must analyze the potential environmental impacts, as required by the National Environmental Policy Act (NEPA), for projects being considered for Federal funding. The purpose of the NEPA review is to weigh the impact of major Federal actions (such as security enhancements) on elements such as adjacent communities, water supplies, historical buildings or culturally sensitive areas prior to construction.

Projects recommended for funding are required to provide additional detailed information on the activities to be conducted, locations, sites, possible construction activities, and any environmental concerns that may exist. Successful applicants will be contacted to complete the NEPA checklist immediately following the issuance of the Notice of Grant Award. The checklist will be reviewed by the DHS G&T Environmental Officer for compliance. Results of the NEPA Compliance Review could result in the delay of project implementation or a project not being approved for funding.

Please be advised that projects cannot commence, nor can project costs be incurred, until NEPA compliance has been approved. Upon approval of the NEPA checklist, the DHS G&T Program Manager will issue a Grant Adjustment Notice.

What documents are the applicants required to submit through grants.gov?

The documents that need to be submitted online are listed on page 12 of the grant guidance. The grant guidance can be found at www.ojp.usdoj.gov/odp under "What's New".

I am applying for the Intercity Bus Security Grant I was looking at the attachments that are required for the application on the Project summary and the Project narrative, which one would be considers as our proposal?

Your "proposal" consists of your entire application package including all attachments.

Not sure what to enter into the Budget Summary Section. -Not sure how to enter the information broken down into quarters.

Appendix D: Budget Detail Worksheet Template provides instructions on calculating costs for projects. It also includes descriptions of each of the class categories, e.g. Personnel, Equipment, Supplies. These calculated figures can be transferred to the SF424A under B.6. The four columns in B.6. allow applicants to submit costs for up to four projects, which is totaled in B.6.(5). Each column corresponds with a particular project. Not all columns must be completed.

I am working on our application for the Intercity Bus Security grant, I got to the section of the application that asks for our congressional districts I went to the cfda web sight but it is down, so need some help to find this information, my other question is we go out of state lines how do I indicate that on the application.

Information on Congressional Districts can also be found on <http://nationalatlas.gov/printable/congress.html#list>. For projects that cross state boundaries, you

can attach an additional list of program/project Congressional Districts if needed in question 16. Additionally, please include the UASI areas affected by each project in the individual projects plans, as advised in Appendix C: Individual Project Plan Guidance.

The caller is unsure if she has to enter a Congressional District on her application as they cross state and district lines in travel routes.

Please indicate the Congressional District where the company is headquartered in 16.a. and the Congressional District of the project in 16.b. For projects that cross state boundaries, you can attach an additional list of program/project Congressional Districts if needed in question 16. Additionally, please include the UASI areas affected by each project in the individual projects plans, as advised in Appendix C: Individual Project Plan Guidance.

Can you give me a sample answer for question 18? I am still not fully sure what to fill out.

Question #18 should reflect your total budget for the project. For example, if the total project equals \$300,000, you are requesting \$200,000 from the Federal this would be on line "a", if you were going to match \$100,000 this would be on line "b" then on line "g" would be the \$300,000. If the entire amount is federal just complete lines "a" and "g".

For the budget information - Is it mandatory? And what about the attachments? Is that mandatory? And what do I attach?

The budget is mandatory for each project. Please refer to Appendix "D" of the application. The budgets must be submitted as attachments along with your project plans, system overview and other supporting documentation.

Please explain what you mean by you can apply for three projects?

Guidance (including examples) regarding individual projects and individual project plans is provided in Appendix C, Individual Project Plan Guidance.

Can all of the six priorities you mention as the competitive process focus be included under one project?

There are six National Priorities listed in the Program Overview. There are six "national intercity bus security priorities" listed in the Solicitation Overview. As many "National Priorities" as are applicable may apply to a single project. Only one "national intercity bus security priority" may apply to a project. As the Program Guidelines and Application Kit states on page 7, "Projects will receive a score for one criterion only."

In the Budget justification under equipment, do I list the pricing for equipment that will be purchased upon approval of the grant or is that equipment we are to purchase on our own?

Your budget is your financial plan and justification for the funds you are requesting under this grant. You must provide a budget for each project in your application. If you plan to purchase equipment under the grant, you must provide in your budget your anticipated costs for that

equipment. If your application includes matching funds (which are not required), you must include those funds in your budget.

Section A of the Budget: Budget Summary: What does this specifically entail?

In the first column (a), enter the name of the grant for which you are applying – FY06 IBSGP Program. In the second column (b), enter the CFDA number – 97.057. Leave the third and fourth columns (c & d) blank because this is a new budget. In the fifth column (e), enter a dollar figure representing the grant funds for which you are applying. In the sixth column (f), enter any match you will contribute. (Please note that match is not required). In the seventh column (g) enter the sum of columns five and six (e + f).

Non-Federal Resources in Section C: What is considered a non-Federal resources?

Any funding resources you are allocating toward your grant projects which are not from the federal government, i.e., your matching funds.

Question 18: Estimated Funding-space for dollar amount, is that where she enters amount she is applying for?

Yes

How to verify if grants: CFDA No. 97.057 - Intercity Bus CFDA No. 97.075 - Rail Transit CFDA No. 97.078 - Buffer Zone Protection are subject to review by the state under Executive Order 12372 (Question No. 19 on SF-424), when the CFDA website that lists federal programs subject to Intergovernmental Review, under Executive Order 12372, is currently under maintenance. (We have been checking regularly since last week). Do you have access to a current CFDA list that indicates which grants are subject to review under Executive Order 12372?; If not Should we complete SPOC applications for each of the (3) above reference grants?

The IBSGP grant is not subject to Executive Order 12372. According to General Counsel, TISD programs are exempt from intergovernmental review. A SPOC application should not be completed as part of your IBSGP grant application.

I have a question pertaining to Intercity Bus Security Grant (CFDA 97.057). I could not find an answer in the guide. What is the format? The font and size and columns?

Other than the five page limit on Individual Project Plans (§IV.C.3, page 13), no specific limitations exist regarding font, size, columns, etc. We advise applicants to keep in mind legibility concerns and to use types, margins, and fonts that are generally accepted in professional settings.

The Budget Section is confusing me a little bit. Our project is pretty simple, it is for a GPS system. We have gotten several quotes so we know approximately what it will cost for the equipment / system. All of the cost related to this project is Equipment. So am I correct in assuming that I would put that amount in Equipment and leave everything else blank?

In section B- Budget Categories, any equipment related costs should be placed in the Equipment category. If you do not have other costs that more appropriately fit in another category, you need not enter dollar amounts in those categories. You must complete the other sections of the Budget form.

If I attach my own budget worksheet, do I need to fill out the document called Budget Information Non-construction Programs SF424A under Mandatory Documents?

Yes. You must also submit the Budget Information Non-construction Programs SF424A.

When submitting projects: We are aware we can submit 3 projects. Can a project consist of several different items? For example can securing a facility be one project? In that project we might have installing Security Cameras, installing Secure ID System for the shop, installing Secured Gates & Fencing.

Yes, you are correct. A project may consist of several different items as in the example you provided.

If a fixed-route bus company wishes to provide fencing for terminal facilities in Boston, New York, Philadelphia and Washington DC, does that count as 4 projects or 1 project?

You may submit up to 3 projects. You may submit as 1 project fencings for 4 facilities. The project would fall under the criteria for Facility Security Enhancements which states, “that focus on lighting, fencing, securing gates, doors access codes, cameras, CCTVs, etc..”

Are there type, margin and font limitations on the attachments, since they are limited to 5 pages?

No specific limitations exist. We advise applicants to keep in mind legibility concerns and to use types, margins, and fonts that are generally accepted in professional settings. For example, 8 point French Script font is not advisable.

How would you anticipate a system/operations map should be presented within those limitations?

Such a document may be submitted as a separate .pdf attachment.

In looking at the scoring matrix, the highest possible score seems to be a maximum of 130 points, however if a company elects to pursue driver security enhancements over vehicle enhancements (because they already have implemented vehicle tracking for instance) they seem to have a highest possible score of only 110. Is this accurate?

Yes, that is accurate. To help others understand how you arrived at your scores, the following explanation is provided:

The scoring matrix consists of two tables and the point score from each table must be combined to obtain the total score. In one table, located at page 8 and entitled “Additional Factors,” every criterion is scored and the maximum score (per G&T Information Bulletin No. 213, July 13,

2006, paragraph 2) for the Additional Factors table is a possible score of 90. In the second table, located at page 7 and entitled “Project Type,” only one criterion out of six listed is scored. The Project Type table has two possible maximum scores depending on the criterion selected. For example, one possibility is a maximum score of 20 and the other possibility is a maximum score of 40. The sum of the scores from the Additional Factors table is added to the score of the Project Type table. Therefore, the highest possible score for driver security enhancements is a maximum of 110 (90 + 20) and for vehicle security enhancements is a maximum of 130 (90 + 40).

Why wasn’t there a notice published in the federal register about this grant opportunity?

Publishing this grant announcement in the Federal Register is not required by law. Grants.gov is now the required forum for announcement of Federal discretionary grant opportunities.

In the system overview guidance (B-1, B-2) are all numerical references expected to be year-end 2005, multiyear data since 2004, or current year-to-date?

You may use the latest data that you have; just specify which year you are using and why.

We operate a commuter bus service. It is a scheduled service for people that work in Downtown but live out in the suburbs. 7 buses do this work Monday through Friday. Does this fall under the Fixed Route Applicants or the Charter Bus Applicants?

This service would fall under Fixed Route. See IBSGP page 9. Fixed route, intercity bus service is defined as passenger transportation service provided to the general public for compensation over specified, predetermined, and published routes between cities or terminals using over-the-road- buses.

[SF 424 Form](#)

What is a Federal Entity Identifier on the 424 form? (Q5A)

What is a Federal Word Identifier on the 424 form? (Q5B)

You may leave Q5A and Q5B blank.

What does one fill in for Type of Applicant? (Q9)

For Type of Applicant, choose an option from the drop down list that most accurately applies to you. Most likely “For-profit organizations other than small businesses” or “Small businesses.”

What does one fill in for Estimated Funding? (Q18)

To complete Q18, use your budget summary. How much are you asking the Federal government for? How much match are you providing?

How do I answer Q19.

Respond to Q19 with Answer “c. Program not covered by E.O. 12372.” IBSGP applicants are not required to submit their applications to the State for review.

The Grants Application Package, Mandatory Documents lists Budget Information for Non-Construction Programs (SF-424A). The Program Guidelines and Application Kit, page 54, Step 4, third bullet also specifies mandatory forms but does not specify SF-424A. Elsewhere in the kit, instructions are provided for the SF-424A. Is this form required to be submitted in the application package?

The SF 424A is listed as a mandatory document—it is included in the APPLY template instructions. The SF424A is basically an extension of the SF424. It just contains budget figures.

Regarding the SF424, it states that one application can include 3 projects. How does one apply for three projects on one SF424?

The applicant would submit one application and one SF424. The separate projects are loaded as “attachments” within the application.

On the SF-424 for the FY06 Intercity Bus Security Grant Program the caller filled out Item 14 with an attachment, as the field is not large enough to accommodate his answer. The caller is worried that upon review it'll get overlooked, and is requesting guidance to make sure this is acceptable.

We will review all attachments submitted with each application. However, please also indicate the UASI areas affected by each project in the individual project plans, as advised in Appendix C: Individual Project Plan Guidance.

Caller inquired as to whether she has to print out the SF424 fill it out and then scan it and reattach it to the grant application as a named attachment.

No. It may be submitted online without printing and scanning it.

Changes to Program from 2005

What changes were made to the IBSGP program since last year?

- Charter bus operators were added as eligible applicants. Charter operators must make a minimum of 50 trips to a UASI to be eligible for funding.
- New Program Priorities:
 - *Emergency communications technology* that focuses on theft prevention, real-time bus inventory, tracking, monitoring and locating technologies
 - *Coordinating with local police and emergency*

- *Number of trips to a defined UASI jurisdiction:* trips to, through, or near critical infrastructure such as major bridges, tunnels, or other historically-significant monuments, statues, or other important places of interest

Passenger and baggage screening was deleted from the 2006 guidance as a program priority.

Due Dates and Award Date

What is the deadline for FY 2006 IBSGP applications to be submitted?

The deadline for the FY 2006 IBSGP is August 4, 2006.

When will the awards be announced?

Awards will be announced no later September 30, 2006.

Would DHS consider a request for an extension of the application deadline?

No. Extensions are not being considered.

Definitions

What is a Fixed-Route Intercity Bus Service?

A passenger transportation service provided to the general public for compensation over specified, pre-determined and published routes between cities or terminals using over-the-road-buses.

What is a Charter Bus service?

A charter bus service operates neither over fixed routes nor on regular schedules. Charter bus services are characterized by the rental of a bus and the services of a driver to a person or group where all passengers embark and disembark at the same point. For the purpose of eligibility for the FY 2006 IBSGP, a charter bus service must use over-the-road buses.

What is an Over-the-road bus?

Vehicles designated for long-distance transportation of passengers, characterized by integral construction with an elevated passenger deck located over a baggage compartment and at least 35 feet in length with a capacity of more than 30 passengers.

What is a trip?

A trip is a single bus journey from an embarkation point to the furthest destination in that journey. For example, a trip from New York City to Denver to San Francisco would be considered a single trip. A trip is made to a defined UASI jurisdictions if at any point in the trip the bus stops in a UASI jurisdiction and embarks or disembarks passengers. For example, a trip from Newburgh, NY to Manhattan to Charleston, WV is a trip to a defined UASI jurisdiction if passengers embark or disembark in Manhattan.

We are preparing an application for the FY 2006 Intercity Bus Security Grant Program and need some clarification. We are proposing to install a video surveillance system,

security fencing, and a GPS vehicle tracking system at our location. Would this be considered one project or three?

It would depend on what these enhancements are for. If all of the enhancements are for Vehicle security then that would be one project. If one is for vehicle security and one is for facility security then that would be two projects. See IBSGP page 7 for Project Types.

Eligibility

Who is eligible for the FY 2006 IBSGP Program?

Eligibility for funding under this program is limited to applicants meeting one or both of the following criteria:

- Own/operate a fixed-route intercity bus service using over-the-road buses and providing services to a defined Urban Area Security Initiative (UASI) jurisdiction and servicing a facility located within a UASI jurisdiction;
- Own/operate a charter bus service using over-the-road buses providing a minimum of 50 trips annually to a defined UASI jurisdiction and servicing a facility located within a UASI jurisdiction.

I had a question about drivecam technology for the intercity bus grant. This technology will allow for cameras to provide direct feed of real-time imaging to first responders and back to the station. I understand that this would be accounted for under the priority of “vehicle security enhancements.” I just wanted to verify that the product/technology of drivecam is eligible for requesting funds under the purview of the grant. I just want to be sure. I also wanted to know how this technology will be regarded. I know that projects specifying that “vehicle security enhancements” should be on a range of 1-40. However, is there any particular regard for this? Will it pull us up or down in the evaluation process? How will it affect our standing?

On board camera systems are eligible for purchase with grant funds (see Appendix A, Page A-2). However, at this point during the grant solicitation process we cannot comment on the relative merits of a specific system.

I am in an UASI jurisdiction, however I have just a few questions to ask prior to filling out my Application for Federal Assistance SF-424. Will the installation and purchase cost of a video surveillance camera system for our bus parking lot be eligibility for federal assistance? If it will, I have a few questions regarding the actual application. Item #13 Competition Identification Number; What do I put here? Item #15 Descriptive Title of Project; What should I put here?

The criteria for Vehicle Security Enhancement states that it should focus of theft prevention, real-time bus inventory, tracking, monitoring, and locating technologies. Video surveillance camera systems would be eligible under that category. Regarding Item #13, you may leave this section blank. Regarding Item #15, include a short description of your project. One sentence should cover it. For example, “Parking Lot Video Surveillance System.” There are no “cookie

cutter” descriptions to put in this box. Each applicant will have its own description of its project. Simply describe what you’re doing."

In the application package for the latest round of bus security grants, it states "that if a bus company has one owner and a different operator, only one application may be submitted for that company." This seems to be susceptible to two interpretations. Can you please clarify this?

Separate operating entities under common ownership may only submit a single application under the common owner. Only one application may be submitted per company. For example, if a single company has one owner (A) and a different operator (B), then both A and B may not submit separate applications.

Does the U. S. Department of Homeland Security grant for Intercity Bus Security have a problem with the purchase of new a bus with funds from the grant as part of our project?

The purchase of a new bus(s) does not fall within the criteria for Vehicle Security Enhancement and DHS would not allow such use of funds as part of a proposed grant project.

I have a potential application for a bus operator with the following characteristics: -- Airport service -- entirely within a single metropolitan area -- uses over the road coaches (intercity type) -- carries luggage -- fixed route, scheduled -- private, for profit company, no public subsidy -- not the primary transit operator in the community My reading is that this service, which has safety and security needs, and is exposed to threats, inasmuch as it operates in airports and vulnerable infrastructure (bridges, tunnels), is eligible for IBSGP, not the transit security program. Is this correct?

Please see the Program Guidelines and Application Kit, pages 9 and 10. To be eligible for an Intercity Bus Security Program Grant as a fixed route service, you must own/operate fixed route intercity bus transportation providing services to a defined Urban Area Security Initiative (UASI) jurisdiction and service a facility located within a UASI jurisdiction. UASI jurisdictions are listed in Appendix N of the Program Guidelines and Application Kit. Eligibility will be determined based upon the applicant’s submission and the criteria outlined on pages 9 and 10 of the Program Guidelines and Application Kit.

I'm a start up company with the potential to provide the stated 50 tours. I have coordinated all other aspects as it relates to equipment. The only problem is most manufacturers would like to work with new coaches and design the right application for the job. I really think the funds would be better served if we could work with new equipment prior to construction. I have the designs for the proper equipment which would withstand the rigors of the industry rather than purchase the wrong equipment repeatedly. My project would be a more research and development rather than a retrofit. The designs are ready to be done and the network is in place. Will DHS allow me to submit a bid which would set aside a budget to develop the proper equipment through network of vendors whom are willing to work me on my design?

You are not considered an eligible applicant under this grant program. An eligible applicant under this grant program must, "own/operate a charter bus using over-the-road buses and provide

a minimum of 50 trips annually to one or more defined UASI jurisdictions and service a facility or facilities located within that jurisdictions." As represented within your question, your company only has the "potential to provide the stated 50 tours" -- this is not the same as if you have actually provided a minimum of 50 trips. You must be currently providing these services.

Would DHS allow patents to be part of the project process, due to a lack of industry focused equipment which I have coordinated in my network?

Patents do not fall under any of the Project Types for this grant.

Would DHS allow me to move my business to a controlled access facility(20K SQ. FT) storage for my buses and pay the rent at a reduced rate for the project period (30 months)?

The project type for facility security enhancements only covers security enhancements made to existing facilities – it does not allow for moving expenses or rent payments involving relocation to a different facility.

Would DHS pay for the improvements necessary to make this area more secure and accessible for equipment?(widen doors, install ramps, etc.) This would be a true step towards Homeland Instead of loading passengers in the shopping center parking lot, because we could assist our fellow tour bus providers with the same high level of passenger security checking without the extreme expense which may be involved.

Assuming that this question relates to the controlled access facility storage of the question above, the grant program does not cover improvements made to the new facility. Otherwise, the grant program only covers improvements to existing facilities that focus on lighting, fencing, securing gates, door access codes, cameras, CCTVs, etc.

Will DHS allow the purchase support vehicles to assist with providing security with project funds? Carts, tugs, etc.

Not applicable to this grant.

Does DHS want a state of the art bus facility as a result of this grant?

Not applicable to this grant.

I understand that monthly/service charges are NOT allowable as part of the proposed project, but don't I need to show them somewhere on my budget?? This is in regards to a web-based vehicle security enhancement system. We must pay the web-provider monthly service charges. Isn't it possible to include these charges, i.e. by calculating them over the 30 month allowable period as a single expense or PV capital expense that could be reimbursable in the grant proposal?

This type of expense is not eligible under this grant. Please refer to the IBSGP A-5 E. Unauthorized Program Expenditures.

Can DHS provide guidance/clarification on the following: if a bus company qualifies for the program by providing eligible services in eligible amounts to eligible UASI's, then on-board security initiatives (communications, GPS, onboard cameras, etc.) are eligible grant application items, but if the company garage location is outside of the UASI, then garage facility security initiatives (fencing, gates, facility cameras, etc.) are not eligible grant application items.

You are correct. Company garage locations outside the UASI are not eligible.

Would upgrades to the **planned**** facility security equipment be eligible under the FY 2006 grant program? Although the facility is being newly constructed, enhanced security arrangements would not require new construction in and of themselves.**

New construction is not eligible under this grant.

Our question concerns our operations. We operate 20 trips a day one way through a major transit tunnel and over a major bridge. The equipment is mainly RTS type coaches with overhead racks and no under floor baggage areas setup for Suburban operations. Can we still apply?

Your company may not apply for the IBSGP program because you do not provide service using over-the-road buses. Section III.A. of the IBSGP Program Guidelines and Application Kit defines eligible applicants. Eligible applicants must use over-the-road buses. An over-the-road bus is defined in the aforementioned section on page 10 as "a vehicle designated for long-distance transportation of passengers, characterized by integral construction with an elevated passenger deck located over a baggage compartment and at least 35 feet in length with a capacity of more than 30 passengers." Your buses do not have elevated passenger decks located over baggage compartments.

Can an association like the International Motor coach Group that represents 50 companies submit one grant package for all their companies that meet the Requirements of the FY 2006 Infrastructure Protection Program: Intercity Bus Security grants? I know the American Bus Association has done this on past Inter-city bus grants.

No. An association like the International Motor coach Group that represents 50 companies may not submit one grant package for all their companies. Eligible applicants are defined on page 9 of the Program Guidelines and Application Kit.

Is contract work, such as a shuttle service from Dulles Airport to the Marine Barracks in DC considered eligible charter service?

Shuttle service is not considered eligible charter service. Shuttle service is a fixed service. The definition of charter bus service is as follows, "a bus service that operates neither over fixed routes nor on regular schedules. A charter bus service is characterized by the rental of a bus and the services of a driver to a person or group where all passengers embark and disembark at the same point. A charter bus service must use over-the-road buses."

A service often performed by fixed route motorcoach operators that is not referenced in the guidance is package express. This service is similar to that performed by DHL, Federal Express and UPS, however in some cases passengers are transported during package express runs. Has there been any consideration as to where a service such as this falls, or does it fall within a differing grant program?

All owner/operators that operate a fixed route intercity bus transportation providing services to a defined UASI jurisdiction and servicing a facility located within a UASI jurisdiction are eligible to compete for grant funding.

Please note that fixed route intercity bus service is defined in the guidance document on page 9 which requires using over-the-road buses. On page 10 of the guidance an over-the-road bus is defined as a vehicle designated for long-distance transportation of passengers, characterized by integral construction with an elevated passenger deck located over a baggage compartment and at least 35 feet in length with a capacity of more than 30 passengers.

I am confused as to what geographic area is eligible for the 2006 Intercity Bus Security Program. On page N-5 of the "List of Candidates", you list Pittsburgh, PA and a 10 mile buffer extending from the city limits. On the right hand column of that same page, you list "City of Pittsburgh; Counties of Allegheny, Armstrong... and Westmoreland", as combined/existing urban area definitions. Does this mean that these counties are also eligible for 2006 Intercity Bus Security grants as well.

The column to which you refer containing the following language: "Pittsburgh and a 10-mile buffer extending from the city border," is titled, "Geographic Area Captured in the Data Count." This column refers to area from which data was collected to determine the definition of the UASI areas. The last column titled, "Combined/Existing Urban Area Definitions," is the column which defines the UASI area. Not the column containing data count information. Therefore, the Pittsburgh Urban Area is defined as, "City of Pittsburgh; Counties of Allegheny, Armstrong, Beaver, Butler, Cambria, Fayette, Greene, Indiana, Lawrence, Mercer, Somerset, Washington, and Westmoreland."

Funding

How much funding is available for the FY 2006 IBSGP program?

\$9,503,000 will be awarded through the FY 2006 IBSGP.

In FY 2003 there were 67 awards of \$19.8 million (average award of \$295,522), in FY 2004 there were 70 awards totaling \$9.9 million (average award of \$141,428), and in FY 2005 there were 25 awards totaling \$9.6 million (average award of \$384,000), why is there a determination that there only be 25 awards for the \$9,503,000 (average award of \$380120) in FY 2006?

We have no established number of grants or quotas. Grants will be decided on a competitive basis. The review panel has imposed no restrictions or expectations on average grant awards. We hope to identify the best projects and then ensure that these grants funded adequately to allow their completion.

Will ABA and UMA be receiving a \$100,000 joint grant to continue to provide the Security and Emergency Preparedness Plan to the motorcoach industry as indicated in Congressional correspondence? If so, when will that be available and how will they apply for funding?

ABA and UMA are receiving a separate grant totaling \$100,000 to continue development of the SEPP template—Grants and Training will handle this separately from the IBSGP grant process. Both of these associations are aware of this. ABA and UMA are not eligible to receive awards under the IBSGP.

Help

How does an eligible applicant obtain assistance applying for the FY 2006 IBSGP in the grants management system?

The GMS Help Desk can be reached at 1-888-549-9901 or ojp@ojp.usdoj.gov. Applicants can also review the on-line training support at <https://grants.ojp.usdoj.gov/gmsHelp/index.html>.

The guidance (pg A-4) indicates that if there is a question of an eligible project cost, an applicant is to direct questions towards a Program Manager, who is that person?

If you have a question regarding the application process, you may direct your question to the G&T Centralized Scheduling and Information Desk at askcsid@dhs.gov or 1-800-368-6498. If you have a question after you are awarded a grant, your Program Manager will be identified in your award document.

Mission

What is the purpose of the FY 2006 IBSGP program?

The purpose of the FY 2006 IBSGP is to create a sustainable program for the protection of intercity bus systems and the traveling public from terrorism, especially explosives and non-conventional threats that would cause major loss of life and severe disruption.

How does the FY 2006 IBSGP improve homeland security?

The FY 2006 IBSGP adds a layer of security that would otherwise not be in place. Intercity buses were previously a transportation mode lacking in security measures to protect against terrorist attacks. The program assists commercial bus companies in creating sustainable programs for the protection of intercity bus systems and the traveling public from terrorism, especially explosives and non-conventional threats that would cause major loss of life and severe disruption.

What are the priorities for the FY 2006 IBSGP program?

- Facility security enhancements in defined UASI jurisdictions;
- Driver security enhancements;
- Vehicle security enhancements;
- Emergency communication technology;
- Coordinating with local police and emergency responders;
- Training and exercises; and,

Each of these priorities is further defined by a strong emphasis on prevention and detection of improvised explosive devices (IEDs), including sensors, canine units, etc.

UASI Jurisdictions

What are the FY 2006 UASI jurisdictions?

46 total UASI Areas in 26 States and the District of Columbia.

Phoenix, AZ	Honolulu, HI
Anaheim/Santa Ana, CA	Chicago, IL
Bay Area, CA	Indianapolis, IN
Los Angeles/Long Beach, CA	Louisville, KY
Sacramento, CA	Baton Rouge, LA
San Diego, CA	New Orleans, LA
Denver, CO	Boston, MA
National Capital Region	Baltimore, MD
Ft. Lauderdale, FL	Detroit, MI
Jacksonville, FL	Twin Cities, MN
Miami, FL	Kansas City, MO
Orlando, FL	St. Louis, MO
Tampa, FL	Charlotte, NC
Atlanta, GA	Omaha, NE

Jersey City/Newark, NJ
Las Vegas, NV
Buffalo, NY
New York City, NY
Cincinnati, OH
Cleveland, OH
Columbus, OH
Toledo, OH
Oklahoma City, OK
Milwaukee, WI

Portland, OR
Philadelphia, PA
Pittsburgh, PA
Memphis, TN
Dallas/Ft. Worth, TX
Houston, TX
San Antonio, TX
Seattle, WA

One of the key factors that must be included in the applications is the number of trips annually to each UASI jurisdiction (page B-1). There is a need for clarification of the definition of "trip" appearing on page 10 of the instruction package. The two parts of that definition are arguably inconsistent. Let's take a specific and typical example. Table 126 of Greyhound's system timetable shows Greyhound's numerous daily trips from New York to Washington, DC., including service to the intermediate points of Newark, NJ and Baltimore, MD, both of which are UASI jurisdictions (the Greyhound system timetable is available online at <http://www.greyhound.com/revsup/schedules/>). We assume that each schedule in this timetable that stops and embarks/disembarks passengers at each of these 4 UASI locations counts as a trip to each of these 4 UASI locations, whether they are endpoints or intermediate points on these schedules. If our assumption was not correct and only end points could be counted as trips, cities like Newark and Baltimore, which have thousands of schedules annually and serve hundreds of thousands of passengers, but have limited originating or terminating service, would be shown to have much fewer trips than they actually have. Is our assumption correct? Second, a related question. Table 126 shows that some schedules make multiple stops in UASI locations (Baltimore downtown and Baltimore travel plaza; Washington, DC downtown, New Carrollton, MD and Silver Spring, MD). We assume that a trip to a UASI area on a particular schedule counts as only one "trip" to that area even though multiple locations in that area are served. Is that assumption correct?

Your assumption is not correct. We are counting trips to UASI jurisdictions and trips are clearly defined in the guidance. We are not counting the number of UASI areas visited per trip or the total number of UASI areas visited. Specifically, a trip from NYC to San Francisco that stops in seven different UASI areas along the way to embark and disembark passengers is a single trip as defined in the guidance.

How can a charter bus applicant demonstrate that it does 50+ trips per year to a UASI when the system overview cannot exceed 5 pages?

You may demonstrate that you have 50 or more trips per year with an attachment separate from your five page system overview.

Would a statement verifying the number of trips be sufficient?

No, you must submit documentation.

What do you mean when you refer to trip logs in the instructions?

Trip logs were used as an example. Anything that you can provide that documents 50 or more trips to a UASI area is fine. Driver logs, brochures, trip logs, etc.

A potential grant application involves a private company that operates fixed route commuter service for a long distance, into a UASI (New York). The headquarters/depot/maintenance facility for this company lies beyond the 10 mile radius of the UASI. However, all of the service is to the UASI, and the service operates over critical infrastructure (bridges and tunnels). It is important to protect this facility, as it is a vulnerability to intrusion on the buses. Under these circumstances, is this facility eligible for IBSGP grant funding?

The grant program requires that facility enhancement projects involve serviced facilities located within a UASI area whether the applicant “own[s]/operate[s] fixed route intercity bus transportation” or the applicant “own[s]/operate[s] a charter bus service” as described in the project guidelines. See also, Appendix A, Authorized Program Expenditures Guidance, A. Projects that Support the National Intercity Bus Security Priorities” and its “Important Note: Facility enhancement projects may only be proposed for facilities located with a UASI.”

On page A-1 of the IBSGP grant, it states that facility enhancement projects are only for facilities located within a UASI. We are outside the Boston UASI but serve it daily with our buses, making over 30 scheduled trips to Boston’s South Station and Boston’s Logan Airport from Portsmouth, New Hampshire and Newburyport, Massachusetts. Are our facilities (terminals and parking lots) which are in Portsmouth, New Hampshire, and Newburyport, MA covered under the grant? We would like to put additional cameras in our 500-car lot in MA and 1000-car lot in NH, as well as inside the terminals.

Appendix N of the IBSGP identifies the FY 2006 Urban Area Security Initiative Jurisdictions. See N-3. The Boston, MA area is defined as Boston, Cambridge, and a 10-mile buffer extending from the border of the combined area. The combined area is defined as City of Boston; Communities of Brookline, Cambridge, Chelsea, Everett, Quincy, Revere, Winthrop, and Somerville. Your facilities are not within these areas and are not eligible for facility enhancements.

I understand there may have been some recent discussion pertaining to the elimination of the application requirements related to critical infrastructure, but it was confirmed in yesterday's teleconference that the points under the application kit guidance for the Project Overview remain (bullet #3 and #4 on page B-1). Assuming they do remain, could DHS publish a list of the critical infrastructure to which these bullets refer? If DHS does not publish such a list, what criteria should applicants apply to determine whether a bridge, tunnel, monument, statue, or other place of interest is "critical infrastructure"?

There is no published list of critical infrastructure. The definition stands as, "bridge, tunnel, monument, statue, or other place of interest."

We have a charter bus company that provides the majority of trips to urban areas, but does not have a facility in an urban area. They do all of their service in urban areas, however. How would this affect facility enhancements (fencing/lighting) since it is not in a UASI jurisdiction?

In order to be eligible to receive funds through the FY 2006 IBSGP as a charter bus service provider, applicants must demonstrate (i.e., via trip logs, brochures, etc.) that they use over-the-road buses and provide a minimum of 50 trips annually to one or more defined UASI jurisdictions, and service a facility or facilities located within that jurisdiction or jurisdictions. See IBSGP B-2.

Why do the facilities identified in a grant project, even if the cost is eligible such as camera equipment or fencing, have to be located in a UASI area if the equipment being housed at the facility is providing service to a UASI area?

The FY 2006 Infrastructure Protection Program guidance states that facility enhancement projects may only be proposed for facilities located within a UASI (page A-1, Projects that Support the National Intercity Bus Security Priorities, Important Note). There is no latitude permitted to vary from the stated grant program guidance. We will take this issue up for consideration in the development of next year's program guidance.